

Verona Road/West Beltline Environmental Impact Statement November 12, 2002



VERONA ROAD/WEST BELTLINE

SOLUTIONS FOR TOMORROW

What We're Doing

- WisDOT is in the fifth year of study looking at long term (2050) improvements for the Beltline and US 151.
- We are in the middle of developing and evaluating alternatives
- Draft Environmental Impact Statement to be released in Spring of 2003



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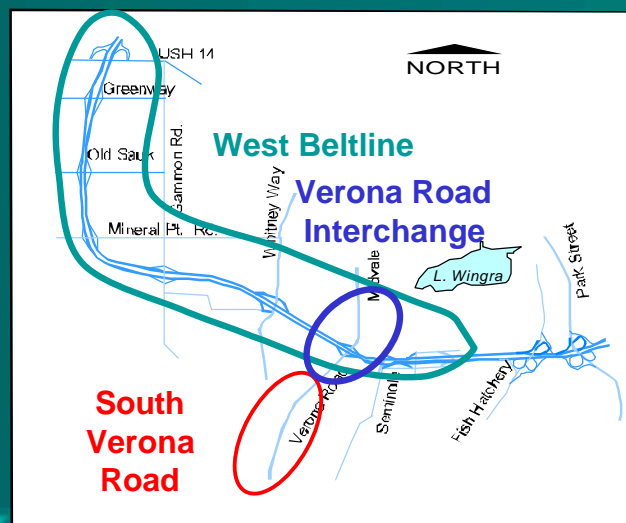
No Long Term Improvements Will Be Constructed Until 2009 or Later



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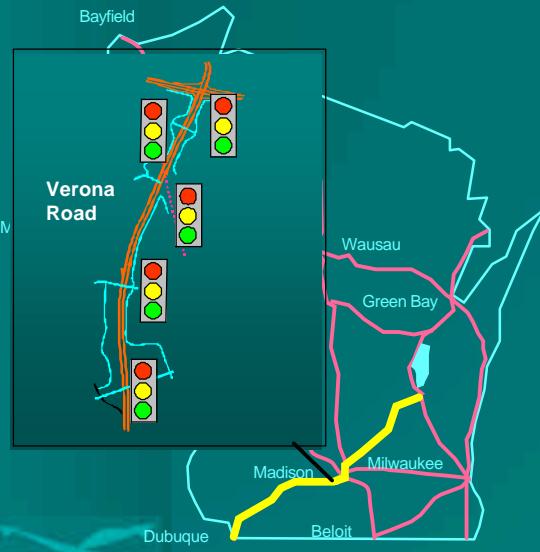
Initial Focus Areas of Study



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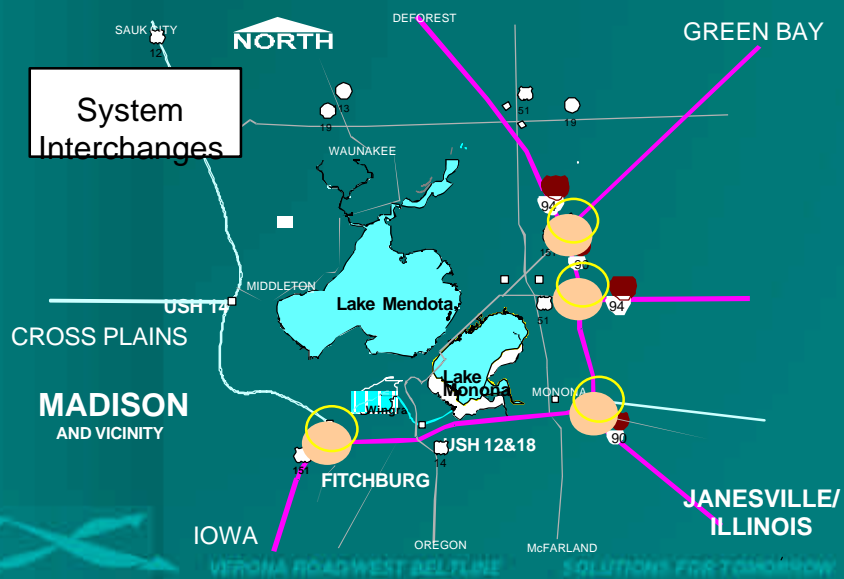
State Highway Plan



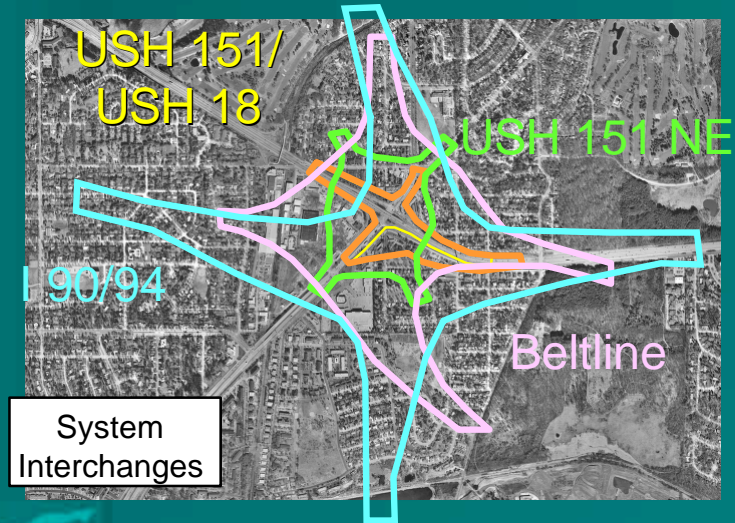
Corridors 2020 Backbone Route

- 3% of Wisconsin Roadways
- 34% of all auto travel
- 57% of all truck travel

Madison Area System Interchanges



Comparison of System Interchanges



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US 151 Concepts



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Why is a South Reliever Even Being Discussed?

- The concept has been repeatedly discussed through the last 2 years in the process
- It was a common suggestion at the 3 public involvement meetings held at the end of May.
 - Numerous written comments suggesting it
 - Occupied ~30% of open forum discussion
- There is a feeling that the local neighborhood in the vicinity of the Verona Road interchange have to bear the brunt of system improvements



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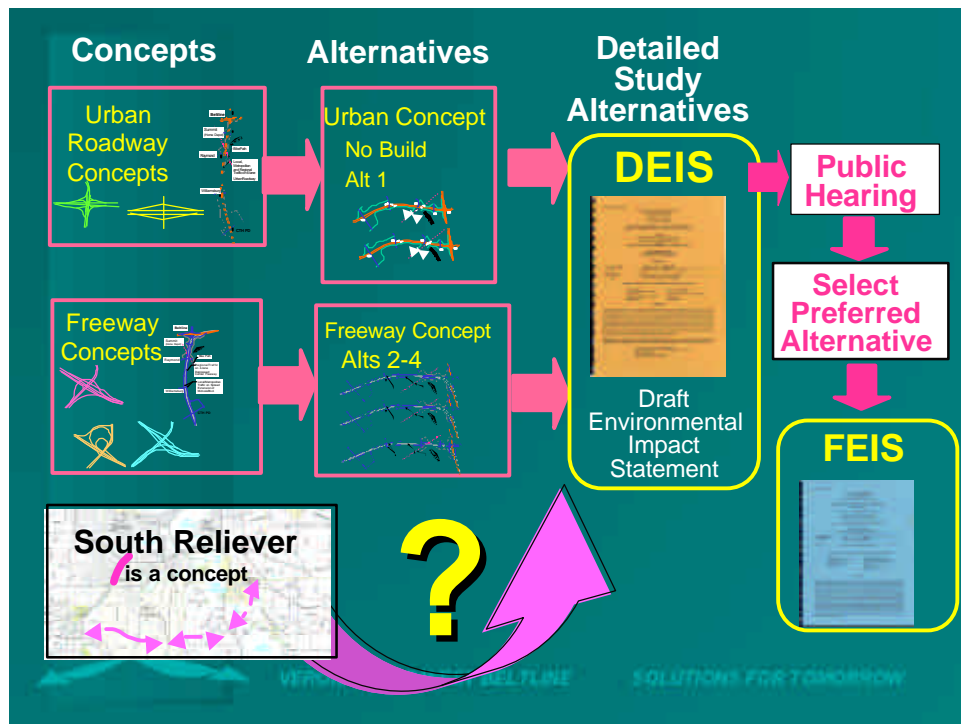
Why is a South Reliever Even Being Discussed?

- Some suggest that it could avoid numerous business and residential relocations by rerouting US 151
- Some suggest that it may decrease project costs by rerouting US 151



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What Will Happen with the South Reliever Alternative?

- The alternative will be evaluated based on:
 - Its ability to meet the project purpose and need
 - Its impact to social and natural environment
 - Public support
- If the alternative evaluation is not favorable, the alternative will be dismissed.
 - Numerous other ideas have been dismissed from consideration
- Currently it does not appear that the South Reliever Alternative adequately meets the purpose and need.

Project Purpose and Need

The South Reliever:

- **Does** provide a system US 151 connection
- **Does not** address beltline congestion at the Verona Road interchange
- **Does not** provide substantial traffic solutions to Verona Road
- **Does not** address other neighborhood issues in the Verona Road interchange area



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Why are we having this meeting?

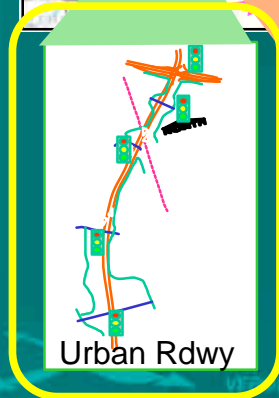
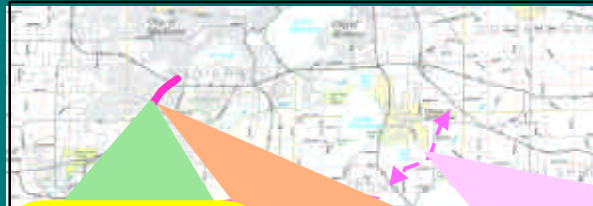
- The South Reliever is a concept that was legitimately proposed by the public.
 - The DOT needs to provide a reasonable review alternatives
- The South Reliever concept has not been in the public arena for discussion as the other concepts/ alternatives have.
- Presenting the South Reliever to the public provides a broader review of concepts that address US 151 problems.



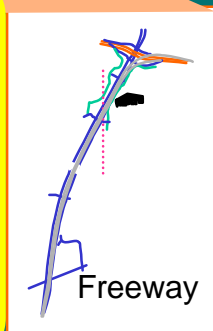
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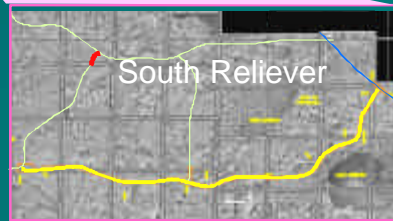
US 151 Alternatives



Urban Rdwy



Freeway

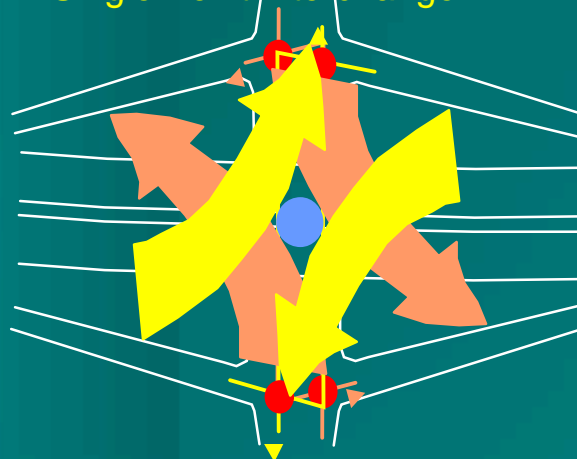


South Reliever

Newest Alternative
Considered

Urban Roadway Concept-Interchange

Single Point Interchange



With a Single Point
Interchange, turning
movements are
arranged around a
single point with no
conflict points

More efficient
signal timing



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Urban Roadway Concept

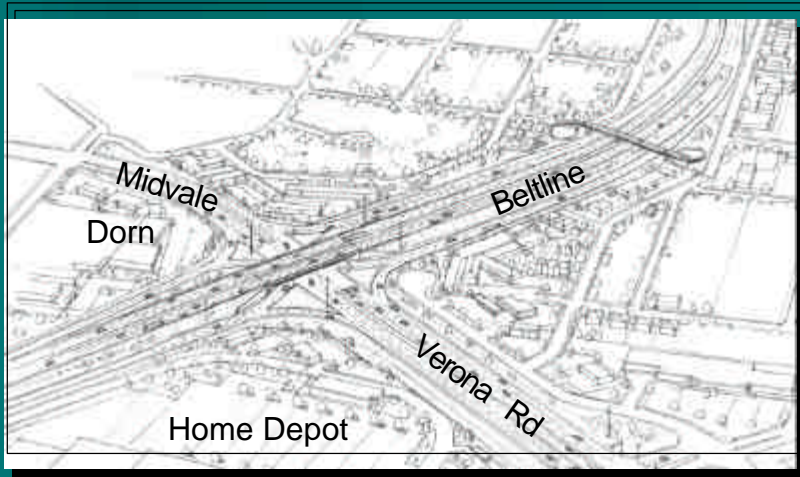
- Single-Point Interchange - Nashville, TN



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Single Point Interchange



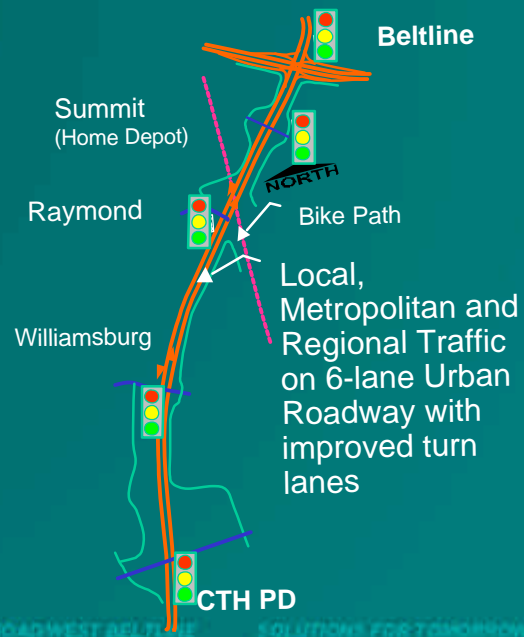
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

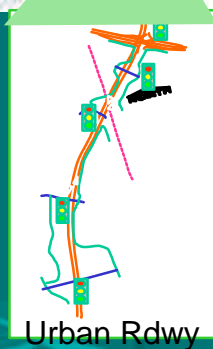
Urban Roadway Concepts

No Build

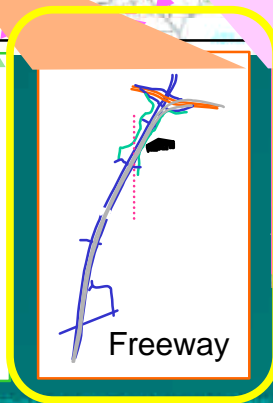
Alt 1



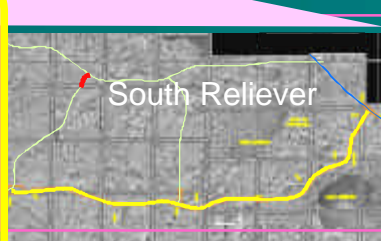
US 151 Alternatives



Urban Rdwy

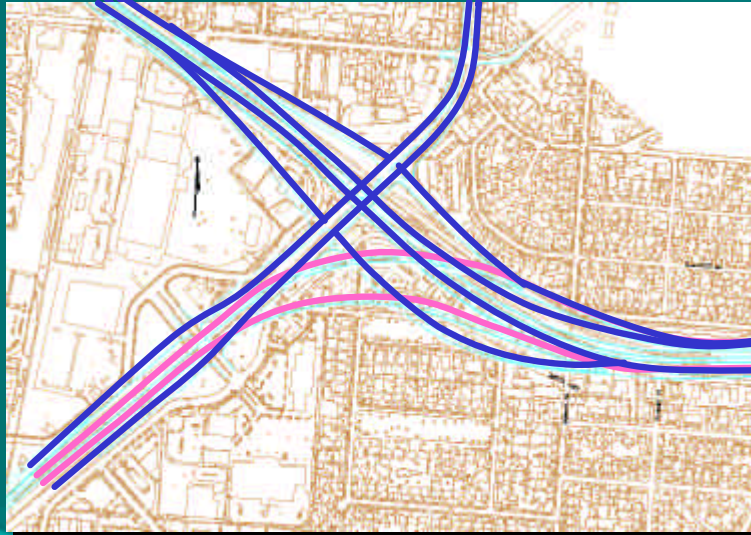


Freeway



Newest Alternative Considered

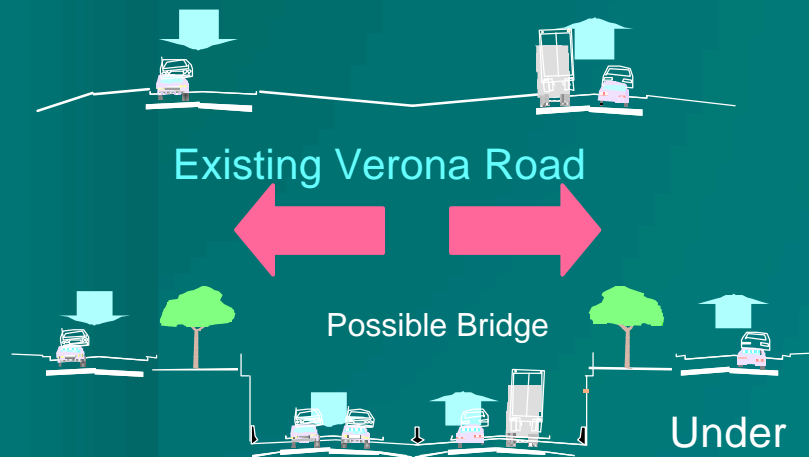
Freeway Concept - Interchange



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Freeway Concepts

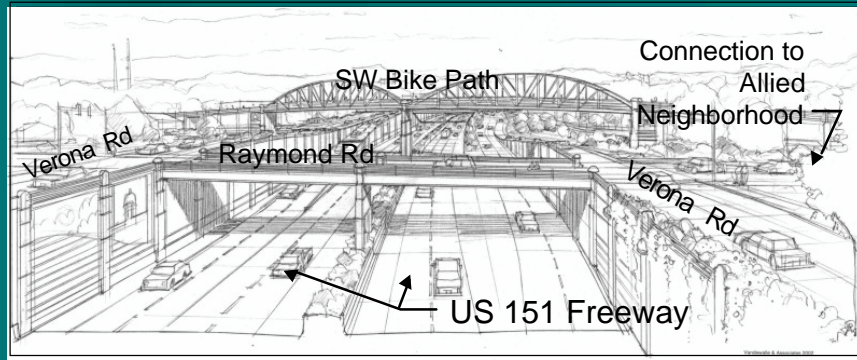


Possible Future Verona Road

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Freeway Concept - Raymond Rd



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Freeway Concept

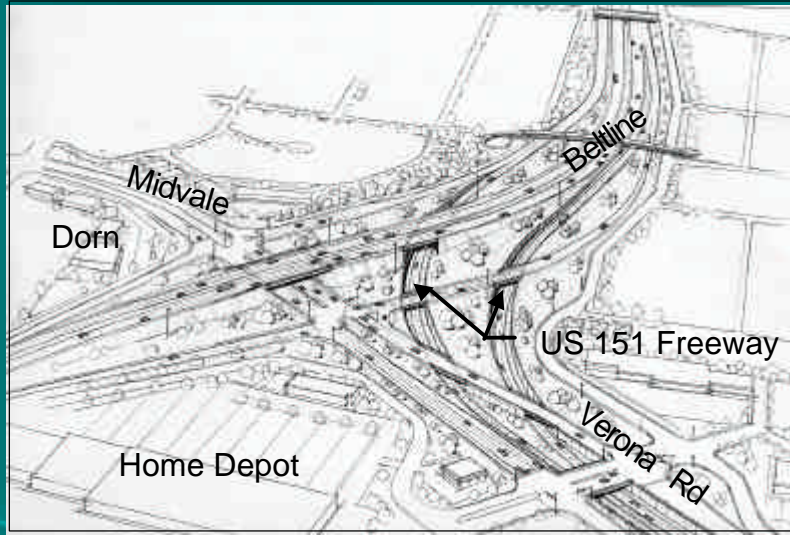
Alts 2 - 4



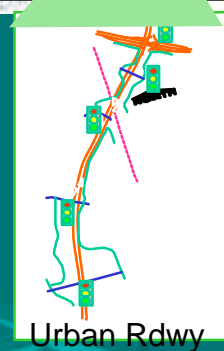
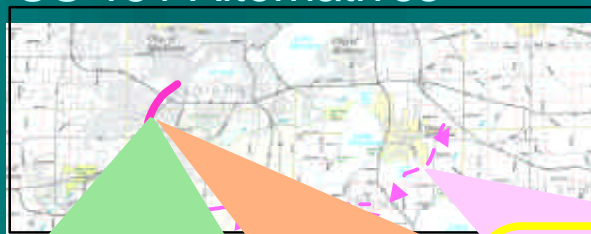
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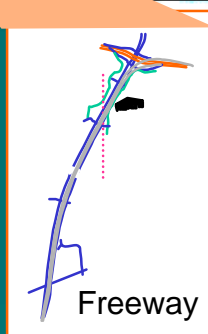
Freeway Interchange



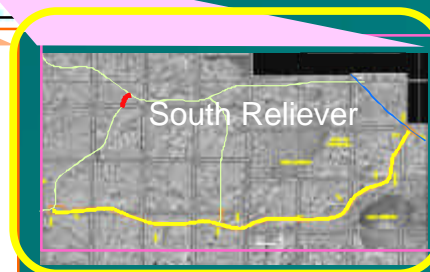
US 151 Alternatives



Urban Rdwy

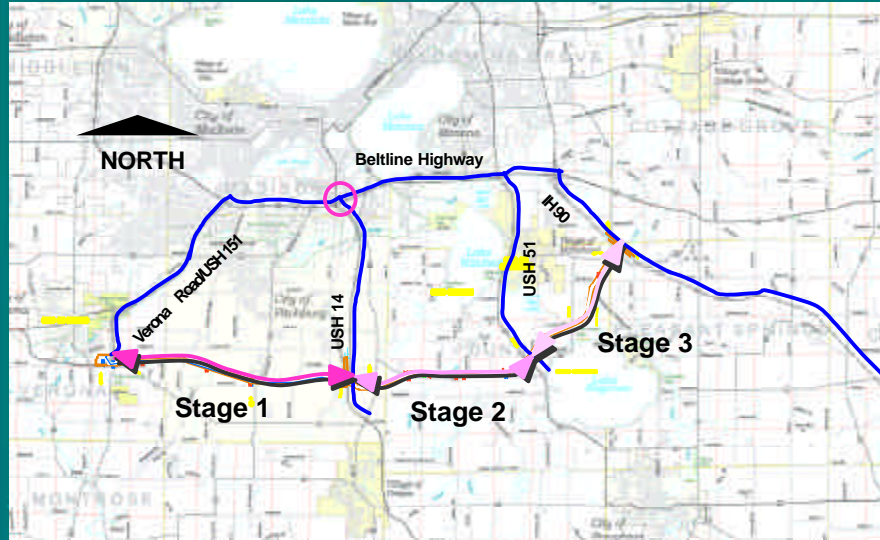


Freeway

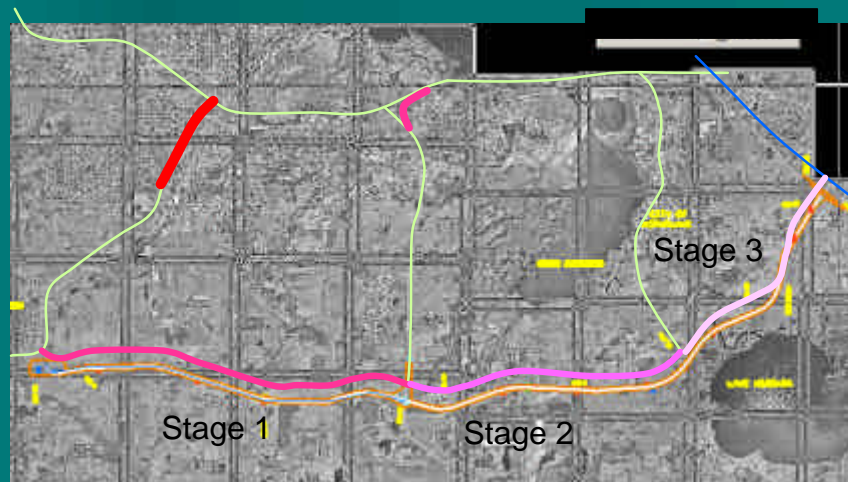


Newest Alternative
Considered

South Reliever



South Reliever Alignment



US 14/Park Street Interchange

In Stage 1 the US 14/Park Street interchange is upgraded:

- Bring up to standards
- Address capacity concerns associated with existing and added US 151 traffic
- Address weave problems on Beltline
- Address safety concerns associated with queuing on Beltline
- Make the interchange consistent with a system interchange



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US 14/ Park Street Interchange



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Why the Stages?

- Initial consideration only included a south reliever from US 151 to US 14
 - Traffic modeling showed nominal benefit
- Public commentators stated that more benefit would be realized if the south reliever were extended to the interstate



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South Reliever Traffic

<- Location ->

<- Completion ->			
	Stage 1	Stage 2	Stage 3
	Stage 1	25,700	-
	Stage 2	29,400	21,400
	Stage 3	33,400	35,500

All stages only remove from 1 to 5,000 vpd from Verona Road



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Preliminary Traffic Modeling Observations

- Any scenario takes about 8 to 10,000 vpd off of West Beltline
- Scenarios take from 7,000 to 15,000 off of South Beltline
- Can take up to 7,000 from Interstate



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South Reliever Right of Way

	Stage 1*	Stage 2	Stage 3
Farm	330	224	82
Residential	19	17	7
Forested	104	19	16
Wetland	87	4	159
Total	540	264	264

*Does Not Include Park St Interchange



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Alternative Comparison

	Verona Rd Urban Rdway	Verona Rd Freeflow	SR Stage 1w/ Park Int	SR Stages 1-3
Rdwy Length	3.5	3.5	6.4	15.7
Traffic Handling at Verona Rd	~10-15% more	~140% more	~5-10% more + capacity at Park	~5-10% more + capacity on Belt
ROW	9 ac	22 ac	607 ac	1068 ac
Res Reloc	21	62	~200	~13
Com/Ag Reloc	6	32	35	7
R/W Cost	8 mil	29 mil	68 mil*	16 mil*
Const Cost	55 mil	115 mil	83 mil	103 mil
Total Cost	63 mil	144 mil	151 mil	119 mil

* R/W Cost highly variable

Where to From Here?

- Continued Work on DEIS through winter
- Release of DEIS in Spring of 2003



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Comments and Questions

- This is a Public Informational Meeting
 - Not a hearing, so there is no court reporter
 - Formal hearing occurs later in the process
- We will record written comments from the meeting
 - Verbal comments will not be recorded
- Please limit comments and questions to 2 minutes
- If possible, please do not repeat previous comments



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